

The Hongkong Telegraph.

ESTABLISHED 1881.

SERIES No. 1312. 日七初月八年五十二緒光

MONDAY, SEPTEMBER 11, 1899.

一拜禮

號一十月九英港香

THIRTY DOLLARS PER ANNUM.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS COMPANY, LTD. LONDON.
DODWELL & CO., LIMITED.
General Agents.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL (SUBSCRIBED AND PAID-UP) Yen 12,000,000
RESERVE FUND 7,300,000

Head Office:—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

S. CHOH, Agent.

Hongkong, 1st August, 1899.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP: £800,000
RESERVE LIABILITY OF SHAREHOLDERS: £800,000
RESERVE FUND: £500,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.

T. H. WHITEHEAD, Manager, Hongkong.

Hongkong, 20th May, 1898.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL: \$10,000,000
RESERVE FUND: \$11,000,000
RESERVE LIABILITY OF PROPRIETORS: \$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. STEUB, Esq., Deputy Chairman.
E. GOETZ, Esq.

A. Haupt, Esq., A. J. Raymond, Esq.,
R. H. Hill, Esq., P. Sachse, Esq.,
The Hon. J. J. Kewick, Esq., E. Shelling, Esq.,
A. McConachie, Esq., R. Shewan, Esq.

CHIEF MANAGER:
HONGKONG—SIR THOMAS JACKSON.
MANAGER:
SHANGHAI—J. E. WARD, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

THOMAS JACKSON, Chief Manager.

Hongkong, 19th August, 1899.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON DEPOSITS is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.

Hongkong, 1st August, 1895.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Tails.
SUBSCRIBED CAPITAL: 5,000,000
PAID-UP CAPITAL: 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.
CANTON. HANKOW.
CHEFOO. PEKING.
CHINKIANG. SWATOW.
FOOCHOW. TIENSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 per cent. per annum Fixed Deposits for 3 months.
4 per cent. per annum Fixed Deposits for 6 months.
5 per cent. per annum Fixed Deposits for 12 months.

E. W. RUTTER, Acting Manager.

Hongkong, 15th October, 1898.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital: 1,000,000
Paid up Capital: 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq.,
Chow Tung Shing, Esq.,
D. Gillies, Esq.,
Kwan Hoi Chuen, Esq.,
J. T. Laus, Esq.

Chief Manager:
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed: 5 per cent.

Hongkong, 30th May, 1899.

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS
SHANGHAI... Coronado... F. W. Vibert, R.N.R. About 15th Sept. Freight or Passage.
LONDON... Bengal... S. Barham... Noon, 16th Sept. Freight or Passage.
JAPAN... Rosetta... C. C. Talbot, R.N.R. 4 P.M., 16th Sept. Freight or Passage.
LONDON... Canton... C. F. Lockstone, R.N.R. About 21st Sept. Freight or Passage.
LONDON... Candia... W. H. Haughton, R.N.R. About 21st Oct. Freight only.
(Passing through the Inland Sea.) (See Special Advertisement.)
For Further Particulars apply to
H. A. KITCHIE, Superintendent.
Hongkong, 9th September, 1899.

CLUB WHISKY IS THE BEST.

\$12.00 PER DOZEN.

H. PRICE & Co.,
12, QUEEN'S ROAD.



Telephone 76.

"CANADIAN CLUB" RYE WHISKY.
Distilled and bottled by:
HIRAM, WALKER & SONS, Limited.
Age and Genuine Guaranteed by the Excise Department of the CANADIAN GOVERNMENT by Certificate over the Capsule of every Bottle.

Has the Largest Sale of any RYE WHISKY in the World.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.
SOLE AGENTS.

15, Queen's Road, Hongkong, 5th September, 1899.

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL. Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897.

BOARD AND RESIDENCE.

On Monthly Terms from 1st May, 1899.

FURTHER REDUCTIONS TO CLEAR REMNANT OF SUMMER STOCK.

MONDAY AND TUESDAY, 11th and 12th.

REMARKABLE BARGAINS.

W. POWELL & Co.,
Limited, Opposite P.O., 1st floor.

Intimations.



WE ALL DRINK Schlitz THE BEER THAT MADE MILWAUKEE FAMOUS

"Twas Schlitz that led the Yankee boys to Victory"!!

Thats' what they all say.

If it's hot, you must drink and Schlitz is the swizzle.

Drink it down boys! It was the best beer on the firing line and can't be beat in Hongkong!

Dewey Drinks It!!!

Ask for it and be cool!

Wash Manila from your systems!!

WATKINS, LIMITED.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

FOR THE UNITED ASBESTOS CO., LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT. MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS GOODS AND PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK. SUPERINTENDENT: THOS. SKINNER. DODWELL & CO., LIMITED, General Agents.

PEAK HOTEL CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea level. CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North-East Winds in Winter. Well appointed rooms, attentive service and excellent Cuisine.

CITY OFFICE, 7, DUNDRELL STREET, Hongkong, 4th January, 1899.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers), 9, Old China Street, Shanghai.

12th October, 1898. HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Hongkong Electric Company, Limited, will be held at the COMPANY'S OFFICES, Queen's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 16th day of September, 1899, at 12 o'clock NOON, when the SUBJOINED RESOLUTION which was passed at the Extraordinary General Meeting of the Company held on the 26th day of August will be submitted for confirmation as a SPECIAL RESOLUTION.

RESOLUTION. 1. That the Capital of the Company be increased to the sum of \$500,000 by the issue of 30,000 New Shares of \$10 each, which shall be considered part of the Original Capital and be subject to the provisions in the Articles of Association contained with reference to calls transfer, transmission, lien, surrender, voting power and otherwise and that the Directors be authorized to issue such New Shares at par.

2. That the said New Shares be offered to the persons who on the 16th day of September, 1899, shall be the Registered Members of the Existing Shares in the proportion of a New Share for each Existing Share held by them.

By Order of the Board, GIBB, LIVINGSTON & CO., Agents. Hongkong, 28th August, 1899.

HONGKONG CRICKET CLUB. THE ANNUAL GENERAL MEETING will be held in the PAVILION, on TUESDAY, the 19th instant, at 5.15 P.M. JAMES A. LOWSON, Hon. Secretary.

Hongkong, 1st September, 1899.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. CONTRIBUTING SHAREHOLDERS are requested to send a STATEMENT of BUSINESS contributed during the Half Year ended 30th June, 1899, on or before the 15th September, on which date the ACCOUNTS will be CLOSED.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 24th August, 1899.

NOTICE is hereby given that the REGISTER OF SHARES of the Company, will be CLOSED from SATURDAY, the 16th to the 23rd day of September, (both days inclusive) during which PERIOD NO TRANSFER of Shares can be Registered.

By Order of the Board, GIBB, LIVINGSTON & CO., Agents. Hongkong, 28th August, 1899.

WANTED. A SMART PORTUGUESE YOUTH about 20, MUST be Quick at Figures. Apply by Letter, stating Salary required to "A.H." c/o This Office. Hongkong, 7th September, 1899.

MITSUI BUSSAN KAISHA. No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO. Branch Offices:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHANG and all Ports in JAPAN.

Agencies:—Miike Coal Mines, Kanagawa Coal Mines, Yokohama Coal Mines, Onohara Coal Mines, No. 1, Ohtsuj Coal Mines, Ichimura Coal Mines, Kishima Coal Mines, Yoshio Coal Mines, Yamano Coal Mines, Manoura Coal Mines.

The Osaka Shosen Kaisha, Ltd. Tokio Marine Insurance Co., Limited. Meiji Fire Insurance Co., Limited. Kanagawa Cotton Spinning Mills. Shanghai Cotton Spinning Mills. Tokio Cotton Spinning Mills. Miike Cotton Spinning Mills. Imperial Government Paper Mills. Onoda Cement Company.

MITSUI BUSSAN KAISHA, K. HASEGAWA, Manager.

Hongkong, 19th August, 1899.

Insurances.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

SURPLUS OVER ALL LIABILITIES AMOUNTS TO NEARLY TWELVE MILLIONS STERLING.

This SURPLUS belongs exclusively to Policyholders.

Paid to Policyholders during 1898 OVER \$4,980,000 ETC.

WHAT YOU WANT TO KNOW LIFE-INSURANCE COMPANY is just what you want to know about a Bank or any other Institution in which you thought of investing.

What is the company's earning ability as shown by its past history? What is the outlook for future dividends as indicated by its accumulated Surplus?

These two questions answered, and the rest is of secondary importance. Apply to the "EQUITABLE" for full Particulars.

F. KIENE, Acting Manager, Hongkong.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Hongkong, 28th May, 1895.

To be Let.

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).

PROPERTY lately occupied by the Bowington-Saw Mills.

GROUND FLOOR, 52, PEEL STREET. OFFICES—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)

"HARFORD" MAGAZINE GAP. No. 4, RIFON TERRACE. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th August, 1899.

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates. c/o of this Office. Hongkong, 17th May, 1899.

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA). Apply to Comptroller Office, E. C. HOCHAPPEL, Hongkong, 23rd March, 1899.

Hotel.

WINDSOR HOTEL, HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELAVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

P. BOHM, Proprietor & Manager.

Hongkong, 28th April, 1899.

Insurance.

THE NEW YORK LIFE INSURANCE CO.,

(The Oldest International Life Insurance Company in the World.)

WHY YOU SHOULD INSURE WITH
SUPERVISED BY 82 GOVERNMENTS.
A POLICY with the Single Condition that the PREMIUMS be paid as agreed. A Policy with no restrictions regarding residence, occupation, travel, habits of life, or cause of death and at the same time including the greatest number of Privileges, Guarantees and Benefits ever embodied in a Single Life Contract. Because we are a purely Mutual Company owned and controlled by the Policy Holders, who alone receive the Profits, having no share or stockholders, with over

GOLD - \$1,000,000,000
of insurance in force To-day.

The following is a comparison of the three Largest Companies--
OFFICIAL FIGURES OF 1898 FOR THE NEW-YORK LIFE, MUTUAL AND EQUITABLE.
The Report of the New-York Life having been filed with the Insurance Departments on January 6th, 1899, and the Reports of the Equitable and Mutual Life having been filed during the last days of February, 1899, the following figures are now obtained from the sworn Reports of the three companies.

The figures here given, after deducting policies not paid for, show only those settled for in cash.

NEW BUSINESS FOR THE YEAR 1898.			
	No. of Policies.	Amount of Insurance.	Premiums.
New-York Life (Purely Mutual, all profits to its owners, the policy-holders).....	73,471	\$152,093,369	\$8,054,409
Mutual Life (Capital Stock \$100,000).....	51,783	128,780,088	5,146,519
Equitable Capital Stock \$100,000.....	42,039	121,267,516	4,486,054

The New-York Life led its Nearest Competitor, the Mutual, in placed and paid-for business, by 21,686 new policies, representing Gold \$23,313,000 of insurance, and Gold \$908,000 of premiums.
The New-York Life led the Equitable, its Second Nearest Competitor, by 31,441 new policies, Gold \$30,825,000 of insurance and Gold \$1,507,845 of new premiums.
A line addressed to Mr. A. H. MYERS, Assistant Resident Manager, Hongkong Hotel, will receive prompt attention.
ARNOLD, KARBURG & CO. and HIRLEY DALRYMPLE & CO., Agents, Hongkong.

1113a

To-day's Advertisements.

GOVERNMENT NOTIFICATION.
No. 492.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 18th day of September, 1899, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 2nd September, 1899. [1159a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Yau Ma Tei, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.
PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Yau Ma Tei	100 ft. by 100 ft.	10,000	£100	£1,000

GOVERNMENT NOTIFICATION.

No. 493.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 18th day of September, 1899, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 2nd September, 1899. [1160a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tsui, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.
PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Mong Kok Tsui	100 ft. by 100 ft.	10,000	£100	£1,000

GOVERNMENT NOTIFICATION.

No. 494.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 18th day of September, 1899, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 2nd September, 1899. [1161a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tsui, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.
PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Mong Kok Tsui	100 ft. by 100 ft.	10,000	£100	£1,000

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY & TAIWANFOO.
THE Company's Chartered Steamship

"NANYANG."
Captain Lehmann, will be despatched for the above Ports, TO-MORROW, the 12th instant, at 10 A.M.
For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers, Hongkong, 11th September, 1899. [1153a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW.
THE Company's Steamship

"THALES."
Captain Hall, will be despatched for the above Ports, on WEDNESDAY, the 13th instant, at Daylight.
For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers, Hongkong, 11th September, 1899. [1153a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA, VIA AMOY.
THE Steamship

"ESMERALDA."
Captain Cobban, will be despatched for the above Port, on WEDNESDAY, the 13th instant, at 5 P.M.
This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.
For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 11th September, 1899. [1153a]

FOR MANILA.
THE Steamship
(Taking Cargo at through Rates for 11,000.)

"SALVADORA."
Captain Gotolesco, will be despatched as above on THURSDAY, the 14th instant, at 4 P.M.
For Freight or Passage, apply to BRANDAO & Co., Agents, Hongkong, 11th September, 1899. [1153a]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship

"LIGHTNING."
Captain S. Nelson, will be despatched for the above Ports, on SATURDAY, the 16th instant, at 3 P.M.
For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents, Hongkong, 11th September, 1899. [1153a]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"MAIDZURU MARU."
Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 17th instant.
For Freight or Passage, apply to NITSUJI RUSSAN KAISHA, Agents, Hongkong, 11th September, 1899. [1153a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"INDRANI."
Captain Campbell, will be despatched as above on MONDAY, the 18th instant, at Noon.
For Freight, apply to JARDINE, MATHESON & Co., Agents, Hongkong, 11th September, 1899. [1163a]

Intimation.

A. S. WATSON & Co., LIMITED.
ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.
B.—VINTAGE, superior quality, Red Capsule.....\$14.40
C.—FINE OLD VINTAGE, superior quality, Black Seal Capsule.....10.20
D.—VERY FINE OLD VINTAGE extra superior, Violet Capsule (Old Bottled) 20.40

SHERRIES.

B.—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule.....\$10.80
C.—MANZANILLA, PALE NATURAL SHERRY, White Capsule.....12.00
D.—SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule.....12.00
E.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (Old Bottled) 20.40

A. S. WATSON & Co., Limited.
QUEEN'S ROAD CENTRAL

MARRIAGE.
On the 1st instant, at St. Paul's Church, New Beckenham, by the Rev. H. N. Eales, assisted by the Rev. C. Green, vicar, and the Rev. H. Green, CHARLES MONEY FIRTH, third son of Francis Helme Firth, P. and O. S. N. Co., and of Mounthill, Bromley, Kent, to AMY ELLEN, younger daughter of the late Thomas Clark, of Galle, Ceylon, and of Mrs. Clark, Lauriston, Beckenham.

The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 11, 1899.

NOTES AND COMMENTS.

THE TRANSVAAL.
From the Reuter's telegram which we publish to-day it would indeed appear as if war with the Transvaal was a foregone conclusion. We do not think that ten thousand men would be despatched to Natal unless the Cabinet was assured that they were required, nor do we think that orders would have been issued for Indian troops to be held in readiness until all hopes of a peaceable solution to the difficulty with the Boer Republic were practically at an end. Natal, being adjacent to the Transvaal and possessed of the port of Durban through which a great proportion of the Transvaal trade passes, must naturally feel somewhat anxious and apprehensive of a Boer attack and hence, doubtless, her appeal for troops. From the report of the proceedings of the Volksraad it would appear that, KRUGER or no KRUGER, the Boers are bent upon war and the moderation urged by the President was, in all probability, not so much from a desire to avoid hostilities as from policy, in order that he might have his words to fall back upon in the event of the Boers suffering a reverse. His repudiation of British Sovereignty in itself would be sufficient ground for a declaration of war on our part, and his concluding statement, to the effect that he placed his trust in God, evidently shows that the difficulty were slight indeed. One thing is certain, and that is that President KRUGER by his vacillating policy during the recent negotiations, his making a concession one day, or promising to do so, and withdrawing it the next, has alienated from the Boers what little sympathy was felt for them in England. Many people thought that to make war on the Transvaal over the questions at issue would be a criminal act, but during the last few weeks their views upon the subject appear to have undergone a great change.

TELEGRAMS.

Special to the "Hongkong Telegraph."

THE PLAGUE AT NEWCHWANG.
SHANGHAI, September 9th.
The Russian Consul at this port has received a telegram from the Governor of Port Arthur stating that a doctor, sent by the Port Arthur authorities to investigate the plague at Newchwang, reports that he visited four depôts and discovered two thousand new coffins, all containing plague corpses, awaiting removal to the provinces. Strict precautions for the prevention of the importation of the disease are being taken here.

THE SECRET ENVOY ROBBED.
SHANGHAI, September 11th.
Lui, one of the secret commissioners, recently returned from Japan, has had his house in Bubblingwell Road robbed for the seventh time. Presents from the Mikado, valued at 18,000 taels, have been stolen.

THE PEKING CRISIS.
A high official, who has arrived from Peking, reports that the statements as to a crisis in the native parties in Peking are fabrications.

REUTER'S TELEGRAMS.

THE TRANSVAAL TROUBLE.
LONDON, September 8th.
Reuter's Agency learns that the Cabinet has decided to send a strong despatch to the Transvaal which will probably be published in London when received in Pretoria. The Cabinet has also decided to send 10,000 men to Natal, owing to an appeal from that Colony, but will not call out any reserves at present.

In a debate of the Volksraad concerning the mobilization of British troops on the frontiers, speeches of an extremely warlike character, filled with insults to Mr. Chamberlain, were made. President Kruger urged moderation, repudiated British Sovereignty and placed his trust in God. Three cavalry, four infantry regiments, three batteries of artillery and four field hospitals in India have been warned for service in South Africa at the shortest notice.

THE DREYFUS AFFAIR.
LONDON, September 9th.
Captain Dreyfus has been sentenced to ten years imprisonment.

WEATHER REPORT.

The Observatory report says—
On the 10th at 11.55 a.m. The barometer has fallen a little on the E. coast of China and over W. Japan. Pressure is high over S. China, and slightly low in the Pacific to the E. of the Loo-choo. Gradients slight generally. FORECAST—Light N.E. winds; fine.

On the 11th at 11.55 a.m. Barometric changes are unimportant. Pressure is high over China, and low apparently, in the Pacific to the S. of Japan. Gradients slight generally. FORECAST—N. or varying winds, light; showery to fair.

LOCAL AND GENERAL.

H.M.S. *Orlando* left for the North this morning.

The returns of the number of visitors to the City Hall Museum for the week ended 10th September, are:—Europeans 409, Chinese 1,713; total 2,122.

The Hon. Treasurer of the Alice Memorial and Netherode Hospitals begs to acknowledge with thanks the following donations: (to the funds of the Hospitals.)
Sing On \$40.51
Tang Chuk Kai 2.00

THE "TARTAR."
During the last day or two we have heard many complaints of the overcrowded state of the chartered transport, *Tartar*, which is conveying twelve hundred American Volunteers to the United States. We were to-day shown a letter which, we are told, is to be put before the Board of Admiralty, complaining of the state of the *Tartar*, and demanding that the vessel should be enlarged so that it could accommodate more than 1,000 men.

THE "TARTAR."
The *Tartar* launch, *Rising Star*, broke down this morning in the middle of the harbour while proceeding from Kowloon to Hongkong. She was picked up by the following boat, the *Evening Star*, and towed to Pedder's Wharf. The coxswain, who was disabled, was evidently so tired that he thought that he were in the utmost peril, and that the *Evening Star* was about to sink, and he was so overcome that he was unable to give the other launch a wide berth.

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H.M.S. *Orlando* was put into commission to-day and leaves Canton to-morrow to assist in the suppression of piracy.

THE SAVAGE SOUTH AFRICAN. At Edd's Court, a white-rooper was shot on 10th July by a Kaffir in the Kaffir skirmish, and by a stone with which the weapon must have been deliberately charged. The man's collar-bone was shattered, and he lies in a precarious condition.

A NOVEL "LOT" was put up for sale by public auction at Oldham recently. It comprised a few containing 10 sittings on the south aisle of Oldham Parish Church. The church is a very ancient edifice, and in the earlier years of the present century the seats brought large sums of money, by reason of the fact that they carried with them the privilege of voting for a member of Parliament. As much as £150 was frequently offered and accepted for a pew, but at the sale the highest bid was £31, at which the property changed hands.

INTERNATIONAL SHOOTING MATCH.

VICTORY FOR THE HONGKONG VOLUNTEERS.
The assertion made by the American soldiers that in the struggle against the Philippines they were greatly handicapped by the great inferiority of the Springfield rifle with which they were armed, their opponents' Mausers was simply demonstrated in a friendly shooting match between the 20th Kansas Volunteers and the Hongkong Volunteers. The match was fired on the Association Range, the Americans firing with their own Springfield rifles and our own volunteers using the Lee-Enfield, old Martini-Henry carbine and the Martini-Enfield carbine, the last weapon being the latest pattern having the Martini block and an improved barrel. The difference between the Enfield and Martini block being that the former has only five grooves as rifling instead of seven as in the latter. The weather was almost perfect for rifle shooting and also for a species of whom there were a great number of the hills on either side of the range being covered with spectators. Many of the H.K.V. officers were also present, among whom were Major Chapman, Captain Saunders, Lieutenants Maitland, Stewart, Fullerton, Underwood and Duncan, the last named being responsible for the comfort of the visitors, in which pleasant duty he was ably assisted by all present, a portable buffet being erected where the competitors and their friends were treated with the well-known hospitality of the Hongkong Volunteers.

Major Chapman, in a few well chosen words, expressed great satisfaction at seeing the American and British Volunteers lying down together shooting, he believed it was the first international shooting, competitors had hoped it would not be the last. He sympathized with their opponents as he could not claim the victory on account of being superior marksmen as it was mainly due to the rough usage the rifles opposed to them had undergone.

Three hearty cheers were given for the Americans and were responded to by three being given for the British.

We give below the scores made at each range:—

AMERICA.			
Score.	100 yards.	200 yards.	Total.

Capt. Flomder	25	24	72
Pt. Hager	20	18	66
Pt. Walton	22	24	64
Pt. Morrison	24	18	54
Pt. Nichols	23	25	64
Corp. Segraves	24	13	52
Pt. Miller	20	21	50
Pt. Shaffer	21	21	50
Pt. Hammond	11	26	48
Pt. Heiter	29	4	35

Totals	209	204	543
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HONGKONG.			
Score.	100 yards.	200 yards.	Total.

Gunner Toller	34	32	92
Sergt. Lammert	29	32	89
Gunner Stewart	33	25	88
Sergt. Marshall	29	30	87
Lieut. Duncan	30	32	87
Sergt. Hart	33	32	87
Sergt. Drum Brown	29	28	81
Capt. MacDonald	31	22	81
Major Chapman	25	21	80
Sergt. Rutter	23	26	75

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU J. S. Thompson	Kobe and YOKOHAMA	Friday, 15th Sept. at Noon.
*RIOJUN MARU J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A. via Kobe and YOKOHAMA.	Thursday, 21st Sept. at 4 P.M.
KANAGAWA MARU J. Mackenzie	MARSEILLES, SOUTHAMPTON, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and Port Said.	Friday, 22nd Sept. at Noon.
YAWATA MARU A. E. Moses	NAGASAKI, Kobe and YOKOHAMA	Saturday, 23rd Sept. at 4 P.M.
KOSAI MARU J. Nagao	VLADIVOSTOK, via SWATOW, AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHENULPO & NAGASAKI	Thursday, 28th Sept. at Noon.
FUTAMI MARU J. Thon	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	Friday, 29th Sept. at 4 P.M.
KAGOSHIMA MARU R. Nunome	Kobe and YOKOHAMA	Friday, 29th Sept. at 4 P.M.
SADO MARU W. Thompson	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	Friday, 6th October, at Noon.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 9th September, 1899.

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,

SOLE AGENTS.

Hongkong, 9th December, 1898.

WHAT VITALITY MEANS.

Vitality is your measure of force, or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

Scott's Emulsion

is above all other remedies in giving vitality. It makes no difference whether the emaciated person is in infancy or in old age. When the food fails to nourish, Scott's Emulsion will be found the most effective remedy for overcoming emaciated tendencies. All Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England. SOLE AGENTS for Hongkong and the EMPIRE OF CHINA: WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

FRESH AUSTRALIAN BUTTER.

JUST LANDED a Fresh Consignment of ROSE BUD BRAND, FRESH ROLLED BUTTER, and to be had always at very Moderate Price.

H. RUTTONJEE, 13 & 15, D'Almeida Street, Hongkong, and 21 & 23, Elgin Road, Kowloon. Hongkong, 8th September, 1899.

SERRAVALLO'S

FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC

PERUVIAN BARK AND IRON. Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong: A. S. WATSON & Co.

Hongkong, 1st September, 1899.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

THE BEST DISINFECTANT

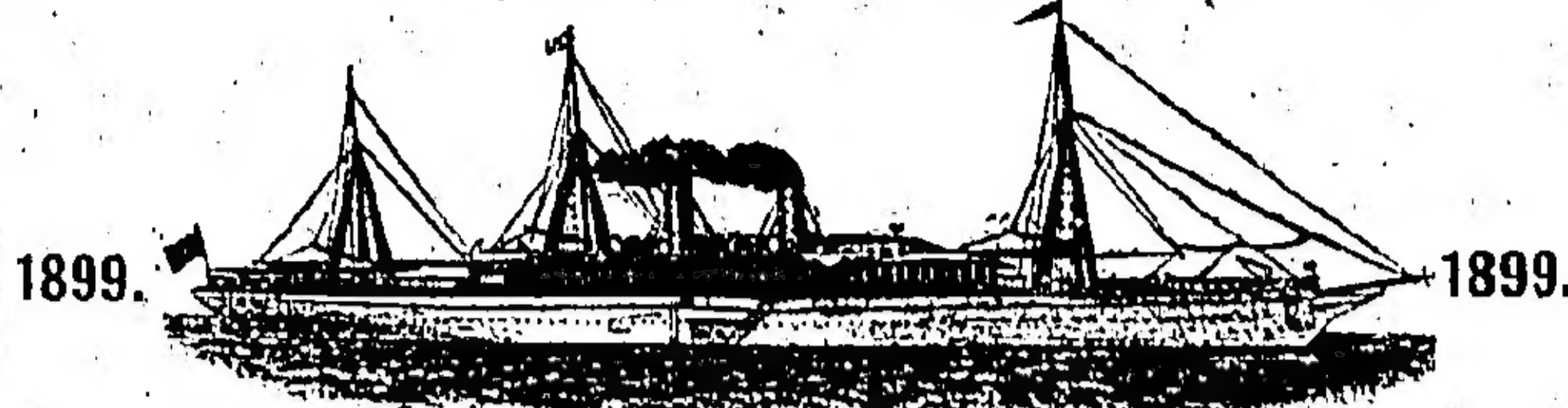
AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank-Buildings.

Hongkong, 9th March, 1897.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

—AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA-OF-JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

Hongkong, 30th August, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Sept. at Daylight.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 19th Oct. at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th Nov. at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd September, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America; by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899.

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI," "WUCHOW,"

will be despatched alternately from Messrs. DOUGLAS LARRAIK & CO.'S WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONG-MONG, KANCHUCK, SAMSHUI, SHUHHING and TAKING.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth.

HONGKONG TO SAMSHUI.....\$5

HONGKONG TO WUCHOW.....\$10

Meals can be obtained on Board.

For further information, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st August, 1899.

SAILING VESSEL.

FOR NEW YORK.

THE 3/3 A. I. L. American Ship

"CHALLENGER,"

shortly expected from MANILA, will load here for the above port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co.

Hongkong, 28th July, 1899.

Mails.

NORDEUTSCHER LLOYD.

(Freight Service.) (East Asiatic Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALESIA.....	HAVRE and HAMBURG.	14th Sept. Freight.
Knuth.....	(LONDON with transshipment in HAMBURG)	About 27th Sept. Freight.
NURNBERG.....	HAVRE and HAMBURG.	About 11th Oct. Freight and Passage.
V. Binzer.....	(LONDON with transshipment in HAMBURG)	About 19th Oct. Freight.
*SAVOIA.....	HAVRE and HAMBURG.	About 30th Oct. Freight.
Jager.....	(LONDON with transshipment in HAMBURG)	About 30th Oct. Freight.
SLAVIA.....	HAVRE and HAMBURG.	About 30th Oct. Freight.
Frank.....	(LONDON with transshipment in HAMBURG)	About 30th Oct. Freight.
SERBIA.....	HAVRE and HAMBURG.	About 30th Oct. Freight.
Ostermann.....	(LONDON with transshipment in HAMBURG)	About 30th Oct. Freight.

*These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

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CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carlsruhe City.....\$5000 about Sept. 15

Thyris.....\$4000 about Sept. 30

Belgian King.....\$3379 about Oct. 15

Carrollshire.....\$2929 about Nov. 15

THE Steamship

"CARLSLE CITY,"

will be despatched for SAN FRANCISCO and SAN DIEGO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 31st August, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Friday, 27th October, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 21st Nov., at Noon.

THE U. S. Mail Steamship

"CHINA,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 3rd October, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th August, 1899.

NORDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Preussen.....Wednesday 13th Sept.

Sachsen.....Wednesday 11th Oct.

Bayern.....Wednesday 8th Nov.

König Albert.....Wednesday 13th Dec.

Prinz Heinrich.....Wednesday 27th Dec.

Preussen.....Wednesday 10th Jan.

Karlruhe.....Wednesday 24th Jan.

Sachsen.....Wednesday 7th Feb.

Hamburg.....Wednesday 21st Feb.

Bayern.....Wednesday 7th Mar.

ON WEDNESDAY, the 13th day of Sept., 1899, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Heintze, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 11th September. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 12th September, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 12th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Lines can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 16th August, 1899. [1043a]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Sept., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 10th October, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 4th Nov., at Noon.

THE Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 16th September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (of vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 5th September, 1899.

NAVAL NOTES

(From Home Papers.)

The Australian Station.

It appears from files of Sydney exchanges received by last mail that there has been a good deal of serious sickness among the blue-jacks serving on Her Majesty's ships cruising off the Fiji and the Samoa group. The Sydney Telegraph's Suva (Fiji) correspondent asserts: "There are several cases of typhoid fever in the hospital; nearly all from the British warships in Samoa. Three more cases of typhoid arrived by the *Taiyuan* from the British warships at Samoa on 20th July."

H.M.S. *Gulbuck*, after a "thorough overhaul and refit," is being "re-baptized" in a cyclone, left Sydney homeward bound on 6th August. H.M.S. *Ringdove* put into Lyleston for shelter from a storm and was to remain there until about 10th August. The German cruiser *Falk* (from Samoa) was to leave Sydney homeward bound about 12th August.

Appointments.

The following appointments have been made at the Admiralty:—Lieutenant F. G. P. Butler to the *Tamar*, to date August 25th.

Vice-Admiral Hildebrandt has left St. Petersburg in order to take over the command of the Russian Pacific Squadron at present held by Vice-Admiral Dabassow, who will return to St. Petersburg in the autumn.

The Lords of the Admiralty have selected Rear-Admiral S. C. Holland for the appointment of Admiral-Superintendent of Chatham Dockyard, which becomes vacant at the end of the present month by Rear-Admiral H. E. Andoe completing his term of office.

Officers and Crew for the "Azuma."

The Japanese mail steamer *Azuma*, arrived at Marseilles on 8th ult., with ninety Japanese officers and men who are going to St. Nazaire to take over the Japanese cruiser *Azuma*, which is being built there at the Forges et Chantiers de la Méditerranée for the Japanese Government. She is a first-class armoured cruiser, of 9,000 tons and 22 knots speed, and is due to be completed in December next.

A New Battleship.

The Admiralty have passed plans for an entirely new class of battleship to be laid down at Devonport in November next on the slip on which the *Bulwark* is now building. She has been designed by Sir W. H. White, Director of Naval Construction, and although of a thousand tons less displacement than the *Bulwark*, will be the longest and broadest battleship ever laid down in a Government dockyard. Her total cost, when completed and ready for sea, is estimated at £1,150,000. Her speed will be a knot in excess of any existing British battleship.

The "London."

The new battleship *London* is to be launched at Portsmouth on Sept. 21st. It is understood that the Lord Mayor and Lady Mayoress will be asked to officiate at the naming ceremony. The *London* is one of the greatest battleships ever built.

The "Raleigh" and "Cincinnati."

Two warships built by the American Government at the New York and Norfolk Navy Yards have proved to be failures for craft of their class, and are to be altered and modified at a large expenditure of money. These ships are the cruisers *Raleigh* and *Cincinnati*. Each has been actively employed during the war period, and now that their services may be dispensed with it is proposed to put them out of commission and begin the work of reducing their engine power and increasing their steam range by enlarging their coal supply. It is proposed to bring their horsepower down to 7,500 by the substitution of water-tube boilers for the Scotch boilers, and to make other changes in the interest of great economy for these vessels. The complete work will require the attention of the Navy Yards for at least two years, but when they are again commissioned they will present far more serviceable ships than they are to-day.

The "Edgar."

On her return to England, with relief crews from the Mediterranean the *Edgar* has been paid off, and is to be refitted at Devonport at a cost of £4,000. The work will not be completed until October, and the *Edgar* will then take out relief crews for ships on the Australian Station. She belongs to that efficient group of first-class cruisers to which she has given a name, and which comprises the *Greenland*, *Gibraltar*, *Royal Arthur*, *Thetis*, and others, and she boasts a highly creditable record. After a full commission on the Mediterranean and China Stations, she has steamed 37,000 miles as a transport cruiser under the modern system by which cruisers not otherwise required are employed to carry out relief work. The whole of that distance has been covered without the development of any serious defect in her machinery, and this says a good deal both for the ship herself and for her successive engine-room staffs.

The Water-tube Boiler.

In view of the attacks which are still being made upon the water-tube boiler it is interesting to read that the cruiser of the A fleet performed splendidly during the war. According to the prophets, they ought to have come back to port in a disabled condition, with their boiler and engine-room staff in a condition of panic. Instead of that, they have returned fit for any work after some of the hardest steaming. Yet the bias against the water-tube in certain quarters is such that even this practical argument does not convince.

The Naval Manœuvres.

The mimic war in the naval manœuvres has been won by the B fleet. Admiral Tovey's squadron having secured the safety of the convoy of slow ships, the protection of which was its object, and therefore gained the victory. The convoy has been brought safely into Milford Haven. The objective of the manœuvres was a convoy of British ships coming from Nova Scotia. The admiral commanding the B fleet had the advantage of knowing the exact point in the Atlantic where he could find this convoy to afford it protection. Consequently, although he could not leave Milford Haven for nineteen hours after the declaration of war he was able to proceed without delay to his objective point. It appears that Admiral Rawson's fleet, which is the weaker, but the faster of the two, and had nineteen hours' start out of Belfast, never succeeded in coming in touch either with the convoy or with the enemy, who had the advantage of knowing where the convoy was to be found. Apparently, the search of the A fleet was hampered by forty hours' fog. It is unfortunate that for the second year in succession the opposing fleets have failed to come in touch with each other, and thus the lessons have been lost which might have been gained from more active conditions of warfare. Admiral Dumbleton is to be congratulated on his bloodless success, and upon the perfect manner in which his plans worked out; but all the same the results would probably have been more interesting if things had not run quite so smoothly for him.

As it is, the chief feature of the manœuvres appears to be the success of the wireless telegraphy, which *The Times* Correspondent describes as "a veritable triumph for Signor Marconi," and which has evidently come to stay as a method of signalling.

FRANCO-RUSSIAN RELATIONS.

VIEWS OF A DIPLOMATIST.

BERLIN, August 8th.

The *Tagessblatt* publishes from St. Petersburg today an interview with a retired Russian Diplomatist of distinction whose view, it thinks, coincides in all essentials with those of Count Mouraviev.

More impartial observers will doubtless be struck by the faithfulness with which the statements of the *Tagessblatt's* informant reflect the opinions of German Diplomacy.

"We Russians," he observes, "can offer France no more than a guarantee that we will not permit an attack to be made on her in Europe. Unfortunately, this guarantee is useless in France in non-European questions. In these cases France is not European, and since Great Britain is well aware that the Franco-Russian Alliance applies only to European matters, and will not spare France wherever she opposes her way."

"We Russians are too much occupied by the tremendous problems awaiting us in our own land and in Asia to afford France any support outside Europe. Moreover, our policy is opposed to every kind of adventure. In the past year or two the most monstrous projects for the complete upsetting of the present order of Europe have been laid before us in all seriousness by French Statesmen and Generals, and have caused us grave misgivings as to the wisdom of relying in any sense on a State whose affairs are guided by political brains of this character."

"There is no doubt that our feelings to-day towards the Republic, which reels through the political world like a lost comet and may at any moment be the cause of nameless evil, are considerably cooler than was the case three or five years ago."

In conclusion the *Tagessblatt's* informant argues that Russia can only rejoice at the indications of an intention on the part of France to abandon the idea of "revanche." At the same time he does not believe in a remote possibility of an alliance between France and Germany, and he interprets the inclination of the Republic to seek support in Germany as the "first sign of the extreme exhaustion of her State organism."

The Berlin press comments but little on the words that passed between Count Mouraviev and his French guest on Saturday. Several papers note the fact that the speech of the Russian Foreign Minister did not exceed the limits of conventional courtesy.

None the less, the *Vossische Zeitung* is inclined to think that M. Delcassé's answer is couched in the tone of one who has succeeded in accomplishing something.

How well pleased the Emperor William is with the manner in which the Diplomatic relations of Germany with France have been conducted during the trying period of the Dreyfus case is illustrated by the announcement published to-day that he has conferred on Count Mouraviev the title of Prince.

THE FAR EAST IN PARLIAMENT.

GREAT BRITAIN AND CHINA.

AUGUST 5th. On the order for the second reading of the Appropriation Bill, Sir C. Dilke said in his opinion the question of our relations with China, and the future of that country, was of more importance than the South African question.

The arrangement which had been made with Russia affecting only the Yangtze Valley and Manchuria—and took no account of those enormous and important positions of the Chinese Empire which lay between the Yangtze and Manchuria. Even the northern part of the Yangtze Valley was not included in the arrangement, and, therefore, it did not even preserve our interests in the Valley as a whole. Still less did it guarantee our position in this intermediate country, which included Peking, and which, as Lord Salisbury and the late Under-Secretary had told them, contained the most important concessions that had been granted to British subjects in China. He wished to know what were the present relations of this country with the Chinese Government in reference to the concessions granted in the province of Shan-si, which was within this intermediate region. Last session Lord Salisbury and the late Under-Secretary spoke of these concessions as most valuable and of granting of them as one of the principal privileges to the people of this country that the Government had secured. He wished to know whether matters were going on satisfactorily in that direction, and whether the Government believed that we had, under our existing arrangements, any means of protecting those interests against invasion by other interests. This intermediate district also included the German sphere of influence. The noble lord the member for York, in his book and in his speech before that House, brought forward a policy of joint action in China—of a peaceful kind, as he understood it—with the United States, Germany, and Japan. The Government replied that whatever might be the case for Japan, as regarded the United States and Germany they saw great difficulties in the way. It was said that the United States were willing enough to act with us in regard to commercial rights, but they would not, as the noble lord admitted, become entangled by promises that might in the future be inconvenient to them. With regard to Germany, the Government said it was not likely that Germany would entangle herself in China, looking to the importance to her of friendly relations with Russia in Europe and to the dangers which might menace her line of frontier if she adopted an anti-Russian policy in China. He thought, however, having regard to the fact that the German sphere of influence was in this intermediate district, that the capital was there, and that we had great interests there, that without menacing Russia or anyone else, and without in any way pointing to an armed occupation of the country, there might be common action between Germany and ourselves merely in defence of rights already acknowledged as existing. The province which Germany occupied was the natural outlet of the province of Shan-si. Germany had already indicated some willingness to co-operate with us, and he should be glad to know what was the policy of Her Majesty's Government with regard to this important intermediate district. In this district lay the seat of any future Russian railway to Peking. He regretted the advice which had been given to the Chinese Government, and the manner in which it had been received in the House. He did not think that giving advice on a subject when we were not likely to push it further, and where the course of trade, and railway construction seemed to show the certainty that in the long run it would be disregarded and the railway made. He wanted to know what had happened on this subject since the last debate. Statements had been made to the effect that the Russian Government had assured Her Majesty's Government they did not intend to press this scheme, but it was also stated with the same show of authority that on the very day on which this statement was made to Her Majesty's Govern-

ment pressure had been applied by the Russian Government to Peking insisting on the making of a branch line to the Chinese capital.

Lord C. Balfour believed there was no danger of war in China in the near future. Reference had been made to his proposal to take over the Chinese army. He had only suggested that that army should be placed on the same footing as the Maritime Customs in China. A British bank was at the head of those Customs, and with British control over the army it would be easy to get foreign officers for it, and to invite other countries to invest their capital in China. When that step was taken there would be very little chance of war. He described the agreement between Russia and Great Britain as nothing but a railway agreement.

Mr. Drake said he wished more particularly to draw attention to the new reform movement in China, and to ask the Under-Secretary for Foreign Affairs whether he could give the House any information as to the attitude of Her Majesty's Government in regard to it. A new reform party had arisen in the course of the present year, and was supported all over the provinces—indeed, it was far stronger in the provinces than at Peking. Information had reached him that the Dowager-Empress, who had hitherto been strongly pro-Russian, had been converted and was willing to give her strong support to the new reform movement. This reform movement was further supported by Japan. Information reached him that the Japanese were being solicited by the Chinese Government to enter into an offensive and defensive alliance with China on condition that the administration should be reformed on the Japanese model. Now, if his information was even approximately correct, we should find ourselves face to face with the rivalry of Japan in China.

Sir E. Ashmead-Bartlett hoped the valuable and interesting information which the hon. member had given the House might prove to be well founded. One of the main reasons for pressing for a speedy settlement of the Transvaal trouble was that if such a settlement was not arrived at, we might next year find ourselves confronted with a Chinese crisis at the same time. There was no doubt that Russia was pressing her way forward to the northern provinces as fast as she could, and we were encouraging ourselves in a fond delusion if we supposed that our sphere of interest in the Yangtze would escape the influence of the iron grip which Russia was placing over Manchuria and the other northern provinces of China. He maintained that our only policy in China was to maintain the integrity of the empire and to insist on the removal of Russian military and political control. It was only by working with Japan that we could hope to carry out the salvation of China.

Mr. Brodrick said: A variety of questions had been raised in regard to China, and the right hon. member had brought forward the question of our position in regard to certain concessions, remarking that although a recent agreement with Russia Manchuria was left a Russian sphere of concessions, and the Yangtze remained our sphere, there was a large and important strip of territory between us to which no agreement had been come to. Looking at it simply as a question of concession, and leaving the political side over for a few moments, he did not think there was any reason to complain of concessions in that sphere. A general agreement in regard to that sphere would be extremely difficult, though undoubtedly while Manchuria was the sphere where Russia was exercising practical control, equally the Peking Government it was supposed would allow concessions in the spheres of other Powers. So far as Her Majesty's Government were aware negotiations were proceeding satisfactorily with the powerful syndicate who had been much encouraged by surveys made and decided to extend their operations along the river of the Yangtze, and Her Majesty's Government were glad if they were able to persuade the Chinese Government to facilitate their operations. Their difficulty was making a report upon the other concessions which had been given up to this time was that concessionaires had hardly got to work; a great deal had been promised on paper, but at present actual results were comparatively inconsiderable. There was no reason whatever why we should regard concessions which happened to be given to some other Power in provinces with which we were not particularly connected with mistrust or concern. He was asked to say what their attitude was with regard to the Reform party in China. Well, a reformed administration in China was really an administration that commended itself to every man in this country. One thing was quite certain, however, we could not expect to remove in a few weeks all the encrusted traditions of centuries with regard to official effort in China, and he thought we were lucky if we found other nations in provinces with which we were not immediately connected who would bear their share in opening up China, which was not likely to be a work of great ease or one entirely unaccompanied by danger to those who undertook it. A much more important point which had been raised was that of our possible co-operation with Germany in regard to provinces which were not in the special sphere of any Power. The whole question of alliances as regarded China was one which was always cropping up, and on which those who advocated alliances took different views. His noble friend behind him wished alliance of four Powers, and he had made eloquent speeches. His right hon. friend opposite referred to an alliance for this purpose with Germany, (Sir C. Dilke) he used no such word as alliance. Everybody was very anxious to discard the word alliance—(laughter)—and he agreed. He thought that very often with regard to alliances they might say, what the Greek said of women—that the best were those that were least talked about. (Hear, hear, and laughter.) His hon. friend the member for Sheffield did speak of an alliance with Japan. Taking the question as regarded Germany, he thought we might look forward in many parts of the world—more than one part of the world, anyhow—to the good results from friendly co-operation with Germany. He did not see what was the divergent interest between ourselves and Germany in these matters. (Hear, hear.) No doubt we were both in that respect, but on the other hand we were, or ought to be, partners in the desire to open up and to keep open all parts of the globe to our manufacturers. That was a great diversity of interest. The point which must divide us in regard to China was that we ourselves had a comparative immunity in any co-operation we might agree upon, because we had no land frontier on which our neighbours might operate, whereas in the case of a Continental Power which entered into agreements or arrangements of this character in China they had to consider that even if they were not intended as a menace to any particular Power, as the right hon. gentleman said, they might be so taken.

90 out of 100 of its interests lay in Europe; it was almost impossible for a Power to say that for the hundredth interest, which lay in Asia, it would engage in hostilities. (Hear, hear.) Therefore, he thought, while we might appear very often to be proceeding alone in these matters, we were very often voicing the opinion of more Powers than appeared on the surface. In that respect he should like to say one word with regard to the light exposure which the

right hon. gentleman pronounced on the Government both for the advice which they had received from the Chinese Government in respect of the possibility of a railway to Peking from the north, and also, as he put it, for the way in which they had said this—they could not look without concern upon the predominance of any Power Power at Peking. (Hear, hear.) He thought it not impossible that the right hon. gentleman would find that other Powers who might not actually speak in the same tones would not be found to be backward in showing that they shared our opinion if any occasion should arise. There was no doubt that the present position of the Chinese Government was most anomalous one; they were protected not merely by the vast bulk of the empire, some parts of which were altogether under their control, but by tradition which forbade their hastily taking up many measures of reform which would probably save the Government very much difficulty; they were also none the less in the position that they were too weak to resist the assault of any great European Power, or as had been proved, still more of Japan. Under those circumstances the position of the Chinese Government must remain a matter of doubt and uncertainty, and in some respect of peril, for the peace of those who were engaged in operations in China. But he would venture on one of the last days of the Session to call attention to the immensely improved tone and confidence which prevailed both in regard to the position of the Government in China, and to the operations of the Government, and which had been shown by the discussions in that House in the course of the present Session. When they parted last year the air was full of alarmist rumours; there was a general disposition to believe that British diplomacy in China had been defective and that we had lost all along the line, either owing to supineness or to want of nerve. He did not think there had been any evidence of that feeling in the speeches delivered that evening. He thought it had been realised that if progress had been slow it had been sure, and that we had not fallen behind, certainly in the commercial race, and he hoped also, in the political race in China. There was no doubt his noble friend thought that they had not taken sufficiently strong steps to preserve the open door, and that our agreement with Russia was useless. He would remind his noble friend that they still, as they ever did, took their stand as regarded the open door on the provisions of the treaty of Tientsin to which the Chinese Government was a party, and his noble friend could not point out any case in which, up to the present, the provisions of the treaty of Tientsin had been disregarded as against us. The open door remained open, and although he would say that it must be clear to any of those who watched the course of events that they could not undertake to protect British commerce if it was pushed into some of the provinces of China, to some of which the Chinese Government itself hardly extended, yet they had not allowed any operations to take place which would prejudice the entry of our trade. Under these circumstances he hoped the House would recognise that the Government were fully alive to the responsibilities which lay upon them. He knew perfectly well that it would be much more effective on the platform to make vigorous statements of our claims based on our long commercial predominance, but the position taken up by the Government was safer and surer. Our policy in China at this moment was one of patience and watchfulness, a patience which was absolutely necessary in dealing with a country which had so many centuries of quiet sitting still to make up for, and a watchfulness which had already produced good results. He hoped the House would continue to give to the Government in this matter the confidence which he thought they deserved. (Cheers.)

(9th.) On the order for the third reading of the Appropriation Bill Mr. Ure called attention to the circumstances attending the loss of the British steamship *Kowloon* off the coast of Korea in July, 1894. The vessel was chartered by the Chinese Government to convey Chinese officers and soldiers to Korea. Shortly after she sailed war broke out between China and Japan, and when she came close to Korea she fell in with a Japanese cruiser, which fired some shots across her bow, and the captain had no alternative but to submit to the Japanese command to surrender. The Chinese officers and men thereupon threatened that they would massacre the captain and crew if they surrendered. The Japanese cruiser then ranged alongside, and fired a broadside into the *Kowloon*, with the result that several of the officers of the ship, all British subjects, were killed. The Foreign Office having held that in international law the Chinese and not the Japanese Government was responsible, a claim was made against China for compensation, but although more than five years had elapsed, no satisfaction whatever had yet been obtained. So far as he knew the claim had never been disputed. At the end of the first year the excuse put forward was the illness of a Chinese Minister. Unhappily his illness was very prolonged. Then Lord Salisbury decided to consult the law officers of the Crown, but absolutely nothing was done and paralysis seemed to have seized on the Government. His (Mr. Ure's) complaint was that excuse after excuse had been made, and we were no nearer a settlement than we were five years ago. He strongly complained of the dilatory action of the Foreign Office in the matter. They laid themselves open, he said, to the gravest charge that could be brought against any British Administration, that, with a righteous cause and an undivided and robust public opinion behind them, they deliberately turned their backs on the wrongs of British subjects at the hands of a foreign State.

Mr. Brodrick said the hon. gentleman charged the Government with very belated action in this matter, but he thought it was only fair that he should remind the hon. gentleman that his action in bringing this matter forward at the last moment of the Session was a little belated also. (Hear, hear.) It was quite true that this claim was made five years ago, on July 25, 1894. The hon. gentleman had given a not altogether inaccurate history of what occurred; but the truth was that the hon. gentleman had himself given the answer to his own speech when he said that it took a considerable time to decide whether by international law the claim should be made on the Japanese or on the Chinese Government, although Her Majesty's Government came to the conclusion that the Chinese Government in the circumstances was responsible, that view was not shared by the Chinese Government. With regard to the delay, he did not think that the action of Her Majesty's Government in relation to the Chinese Government ought to be judged by the treatment of this one claim. In the past few years the Government had had to address a number of subjects, and they had, he thought, obtained their satisfaction in most cases. On this subject long delay had taken place, and he very much regretted it. Her Majesty's Government had, however, recently proposed to the Chinese Government that if they were not prepared to recognise the justice of the claim they should submit it to arbitration. Though they expected to receive a favourable answer to that suggestion, they had not yet received one; but they had informed the Chinese Government

that they could not wait indefinitely for the settlement of the claim, or for a reply as to arbitration, and that if they could not see their way to submit the matter to arbitration the claim would be treated as one which must be dealt with in some other way. (Hear, hear.) It was very easy to speak strongly about the inaction of the Government, but if it was desired to push the claim at once forcible measures might have to be taken, and he did not understand the hon. gentleman to suggest that forcible, and by that he meant warlike, measures should be taken with China on this matter. The Government fully hoped to obtain a settlement if on arbitration it should prove that the Chinese Government was responsible. He entirely repudiated the idea that there had been inaction on the part of the Government. On the contrary, he thought the Government had taken the proper course, and one which would end in the recognition of the claim by the Chinese Government. (Hear, hear.)

Mr. Provand asked whether there was any claim pending on the part of Germany, France, or Russia for twelve months, let alone five years. (Opposition cries of "Hear, hear.") How was it that those countries obtained satisfaction in every case, while this country never did? He hoped that when the House met next February the right hon. gentleman would be able to say either that this matter had been settled by arbitration, and that if a decision was given against the Chinese Government, Her Majesty's Government intended to enforce it.

Sir E. Ashmead-Bartlett entirely agreed with what had fallen from the hon. gentleman opposite. He contended that the result of the past methods of the Foreign Office had been to make it almost a disadvantage to be a British subject in a dispute of this kind. He admitted that foreign Governments were more unscrupulous in pressing the claims of their subjects, but he thought there was room for great improvement in the general support the Foreign Office ought to give to the commercial interests of British subjects abroad. (Hear, hear.)

CHINA AND JAPAN.

Sir E. Ashmead-Bartlett asked the Under-Secretary for Foreign Affairs whether the Russian Minister at Peking had protested against the alliance proposed between China and Japan for the purpose of establishing the independence of China, and Chinese reforms, and had threatened China with most serious consequences if such an alliance be concluded; and whether China and Japan could, in face of such menaces, depend upon the support of Her Majesty's Government.

Mr. Brodrick: We have received no information to this effect. I am afraid I cannot state what the policy of Her Majesty's Government will be in a hypothetical case.

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"MARIA VALERIE"

Captain A. Fellner, will leave for the above places on THURSDAY, the 14th instant, at Noon.

For Freight or Passage, apply to SANDER, WELER & Co., Agents.

Hongkong, 6th September, 1899. [11372]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"PVRHUS,"

Captain Betti, will be despatched as above on SATURDAY, the 16th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th August, 1899. [10932]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above on SUNDAY, the 17th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th September, 1899. [11352]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON,"

Captain Grier, will be despatched as above on TUESDAY, the 3rd October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th September, 1899. [11482]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain Clyma, will be despatched as above on MONDAY, the 2nd October, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th September, 1899. [11492]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched on WEDNESDAY, the 27th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th September, 1899. [11472]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched as above on WEDNESDAY, the 27th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th September, 1899. [11462]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR PHILADELPHIA AND NEW YORK.

THE New Steamship

"PING SUEY,"

Captain C. de La Perrelle, will be despatched for the above Port, on or about the 5th October.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 21st August, 1899. [10202]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARGYLL,"

will be despatched for the above port and will be followed by S.S. "JOHN SANDERSON" at Intervals S.S. "AFGHANISTAN"..... of 2 weeks.

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 7th September, 1899. [9412]

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES, FROM KOBE.

THE Steamship

"TRIESTE,"

having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 12th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WELER & Co., Agents.

Hongkong, 5th September, 1899. [11182]

NOTICE TO CONSIGNEES.

S.S. "JOHN SANDERSON," FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant will be subject to rent.

All Claims against the Steamer must

Intimations.

CAROLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China.
LUTGENS, EINSTAMANN & Co.
Hongkong, 11th September, 1899. [19]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated **CLEMENT, HUMBER and GLADIATOR CO., Ltd.**
DUNLOP TYRES' BICYCLES—PRICE, \$60.
A special reliable Watch made for this Climate.
Quality A.....\$12
Quality B.....\$10
40, QUEEN'S ROAD,
Watson's Building.

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1898. [42]

NOTICE.

PRIVATE BOARD AND RESIDENCE,
166, Queen's Road East.
Mrs. HORTON.
Hongkong, 30th June, 1899. [833a]

NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an
EX-SCHOOLMASTER.
Terms moderate, for Particulars apply
c/o This Office.
Hongkong, 18th August, 1899. [1048a]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [40]

RIGAUD'S
White Violet
EXTRACT

This fugative and
delicate perfume is
persistent as an
Extract for the
handkerchief
while as a
Soap and
Powder,
it has been
adopted by the
most re-
fined French
Society

RIGAUD & Co.
PERFUMES
100, QUEEN'S ROAD CENTRAL,
HONGKONG.

THE LEADING CATERERS.

COMPARE OUR
MENU, BILLIARD TABLES and
LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September, 1897. [19]

SIEN TING,
SURGEON DENTIST,
No. 10, DAQUILL STREET.
TERMS VERY MODERATE,
Consultation free.
Hongkong, 27th September, 1898. [43]

LET EM ALL COME
TO
YEE CHUN'S STUDIO
at No. 50, QUEEN'S ROAD CENTRAL, where
PHOTOGRAPHS and PORTRAITS on
IVORY are executed at Moderate Prices.
Hongkong, 2nd May, 1899. [566a]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

IS now in a position, in his New and Com-
modious premises, to receive, hereafter,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS and VIEWS
a speciality.
Hongkong, 22nd September 1898. [45]

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899. [18a]

NOTICE.

THE OFFICES of the "HONGKONG
TELEGRAPH" have this Day been
removed to No. 50, QUEEN'S ROAD
CENTRAL, Second Floor, (the premises
formerly occupied by Messrs. POWELL & Co.)
to which address all communications should
be addressed.

ETH. F. SKERTCHLY,
Manager.

Hongkong, 1st May, 1899.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbours—
KELAT, British ship, John Hughes—Standard
Oil Co.

The Share Market.

LATEST QUOTATIONS.
(September 11th.)

Banks.
Hongkong and Shanghai Banking Corporation
—254 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference)
nominal.
The Bank of China & Japan, Ltd.—(Ordinary)
11 buyers.
The Bank of China & Japan, Ltd.—(Deferred)—
25.5 buyers.
National Bank of China, Ltd.—\$26 buyers.
Do. —\$26 buyers.

Marine Insurances.
Union Insurance Society of Canton, Ltd.—\$260.
China Traders Insurance Co., Limited—\$633.
North China Insurance Co., Ltd.—Tls. 200.
Yangtze Insurance Assoc. Ltd.—\$122.
Canton Insurance Office, Ltd.—\$150.
Straits Insurance Co., Ltd.—\$6.

Fire Insurances.
Hongkong Fire Ins. Co., Ltd.—\$325.
China Fire Ins. Co., Ltd.—\$883.

Shipping.
Hongkong, Canton, & Macao Steamboat Co.,
Limited—\$314.
Indo-China Steam Navigation Company, Ltd.
—\$71.
China and Manila S.S. Co., Ltd.—\$91.
Douglas Steamship Co., Ltd.—\$52.
China Mutual S. N. Co., Ltd.—(Preference)—
20.10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—
25.10 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—23
buyers.

Refineries.
China Sugar Refining Co., Ltd.—\$148.
Luzon Sugar Refining Co., Ltd.—\$54.

Mining.
Punjin Mining Co., Ltd.—\$94.
Do. Preference Shares—\$2.
Société Française des Charbonnages du Ton-
kin—\$240.

Queen Mines, Limited—\$50.
Teleb Mining and Trading Co., Ltd.—\$13.
Raub Allain Gold Mining Co., Ltd.—\$633.
Olivers Freehold Mines, Ltd.—(A) \$11.
Olivers Freehold Mines, Ltd.—(B) \$74.
Great Eastern and Caledonian Gold Mining
Co., Ltd.—\$3.

Docks, Wharves and Godowns.
Hongkong & Whampoa Dock Co., Ltd.—\$50.
Hongkong and Kowloon Wharf and Godown
Company, Limited—\$100.
Wanchai Warehouse and Storage Co., Ltd.—\$45.
New Amoy Dock Co., Ltd.—\$17.

Land, Hotels and Buildings.
China Provident Loan and Mortgage Co., Ltd.
—\$10.
Hongkong Land Investment and Agency Co.,
Ltd.—\$115.
Kowloon Land and Building Co., Ltd.—\$29.
West Point Building Co., Ltd.—\$35.
Hongkong Dock Co., Ltd.—\$135 buyers.
Humphreys' Estate and Finance Co., Ltd.—
\$10.

Miscellaneous.
Green Island Cement Co., Ltd.—\$30.
China-Borneo Co., Limited—10.
A. S. Watson & Co., Limited—\$161.
Hongkong Electric Co., Limited—\$13.
Hongkong and China Gas Co., Ltd.—\$130.
Hongkong Rope Manufacturing Co., Ltd.—\$190.
Geo. Fenwick & Co., Ltd.—\$424.
Hongkong Ice Co., Ltd.—\$130.
Hongkong High-Level Tramways Co., Ltd.—
\$145.
Dairy Farm Co., Limited—\$6.
Hongkong & China Bakery Co., Ltd.—\$25.
Campbell, Moore & Co., Ltd.—\$15.
Bells Asbestos Eastern Agency, Limited—\$1
nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.
Carmichael & Co., Limited—\$8.
Hongkong Cotton Spinning, Weaving and
Dyeing Co., Ltd.—\$70.
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 70.
International Cotton Mfg. Co., Ltd.—Tls. 75.
Laou-kung-mow Cotton Spinning & Weaving
Co., Ltd.—Tls. 75.
Soy Chee Cotton Spinning Co., Ltd.—Tls. 35.
Yahloong Cotton Spinning Co., Ltd.—Tls. 55.
Tebrau Planting Co., Ltd.—\$4 per share.
Tebrau Planting Co., Ltd.—\$5.

BENJAMIN, KELLY & POTTS (Share Brokers.)
Telephone Address—"Rialto".

EXCHANGE.

Hongkong, 11th September.
ON LONDON, Telegraphic Transfer1/11 1/2
Bank Bills, on demand 1/11 5/16
Credits, 4 months' sight1/11 1/2
D/Ments, 4 months' sight1/11 1/2
ON BERLIN, (demand)M. 1/98
ON PARIS, Bank Bills, on demand2/45 1/2
Credits, 4 months' sight2/49 1/2
ON NEW YORK, Bank Bills, on demand47 1/2
Credits, 30 days' sight48 1/2
ON BOMBAY, Telegraphic Transfer145 1/2
On demand145 1/2
ON SHANGHAI, Telegraphic Transfer73 1/2
Private, 30 days' sight73 1/2
ON YOKOHAMA, T.T.44 per cent. prem.
Sovereigns, Bank's Buying Rate\$16.22
Gold Leaf 100 touch, per tael\$53.30
Bar Silver\$27 3/16
Dollars24 per cent. prem.

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ON SHANGHAI, Telegraphic Transfer73 1/2
Private, 30 days' sight73 1/2
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Sovereigns, Bank's Buying Rate\$16.22
Gold Leaf 100 touch, per tael\$53.30
Bar Silver\$27 3/16
Dollars24 per cent. prem.

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